

INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

* See below

1. On 23, 25 and 26 September 1952, groups of four or five locomotives each were dispatched from Frankfurt/Oder to Brest-Litovsk.¹
2. [redacted] a total of 20,000 tons of hard coal was to be stored at the Frankfurt/Oder marshaling yard and passenger station.²
3. On 27 September, [redacted] there was no change in the status of column locomotives parked at Uckerow and Ruednitz.³
4. [redacted]
[redacted] a total of 5 RRS type railroad cars are manufactured daily at the railroad car factory at Mesky, and that a total of 9,649 former German freight cars had been returned in 1952 from the U.S.S.R. Of these, 4,685 units were assigned to the park of operational cars, while 2,50 cars were deadlined after repair, because the bearing plates and the tires for the wheel sets were still missing.⁴
5. Twelve and 14 buses were detrained in Berlin-Oberschoeneweide on 1 and 2 October respectively.⁵
6. [redacted]
[redacted] the operating conditions in the Halle railroad district had deteriorated further. In particular, there were major difficulties in performing track maintenance work. There was an acute shortage of permanent way construction materials. A 10-km stretch near Bitterfeld was declared a slow-down section, because switches on it were no longer reliable. One of these switches caused an accident on 14 September. In Wittenberg, there were three accidents within a 24-hour period caused by defects of the permanent way.⁶
7. [redacted]
[redacted] effective 5 October, trains of the Berlin interurban railroad system would have to be checked by the police prior to entering the Western sectors of the city. This check would be made at the Friedrichstrasse, Schoenhauser Allee, and

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[illegible]

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Troptsevo Park railroad stations [] this measure would make it possible to maintain interurban railroad operations at its previous level.⁷

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8. On 15 September, the Soviet transportation headquarters ordered the Berlin regional railroad headquarters to report, by the 20th of each month, on operational measures taken for the winter months. The report will have to cover the following points:

- a. Park of locomotives;
- b. Status of tracks, railroad stations and signal installations;
- c. Status of rolling stock;
- d. Fuel stocks and materials reserves;
- e. Preparations against snow drifts, rains and work force;
- f. Amount and status of materials required for boxcars to be used for the transportation of personnel.⁸

9.

- a. The following numbers of rail breaks occurred during the period from 1946 through 1951:

1946:	319
1947:	420
1948:	600
1949:	857
1950:	1,156
1951:	2,056

- b. The following numbers of slow-down sections had to be decreed in connection with permanent way weaknesses during the period from 1 November 1949 through 1 May 1952:

1 November 1949:	25
1 February 1950:	15
1 May 1950:	9
1 August 1950:	11
1 November 1950:	30
1 February 1951:	44
1 May 1951:	51
1 August 1951:	51
1 November 1951:	58
20 December 1951:	41
1 February 1952:	39
1 May 1952:	74

- c. As of 1952, the physical status of the tracks was as follows:

15.4 percent of all the tracks required minor maintenance work;

38.3 percent of all the tracks required thorough reconditioning and a partial replacement of rails;

20.2 percent of all the tracks required increased maintenance work;

26.1 percent of all the tracks required complete replacement of rails.

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10.

a. During the night of 15/16 September, offices at the Directorate General, Railroads, Berlin, were checked by order of Deputy Director General, **Richard Staimer**. Classified material was again found on desks. Those responsible will be punished according to the railroad disciplinary procedure.⁹

b. The East German railroad administration is to take over the Karl Marx locomotive factory in Babelsberg, formerly Cronstein & Koppel. It is to return the factory to its previous administration after about two years, i. e. on completion of the current locomotive rehabilitation program.

c. According to Edwin Kramer, Director General, Railroads, Berlin, the 1952 railroad construction program will be fulfilled this year. The GDR will establish the priority of the individual projects.¹⁰

11. On 11 September 1952, the Director General, Railroad, Berlin decreed that effective immediately, all correspondence between the Directorate General, Railroads, Berlin, the regional railroad headquarters, and railroad subdistrict offices will have to be sent in sealed or locked packages. Railroad mail may be handed over only to personnel showing their passes.²

1. Comment. The dispatch of locomotives to West Litovsk indicates the possibility of increased Russian traffic through Poland.

2. Comment. This measure may be connected with the planned increase of coal reserves as reported previously. 25X1

3. Comment. This item of information refers to the locomotives of deactivated locomotive columns No 13 in Eucherow and No 3 in Kuednitz.

[Redacted]

6. Comment. The deterioration of the physical status of rails is increasingly affecting railroad operations. However, it would be a mistake to predict an imminent catastrophe, as is sometimes done in the western press.

7. Comment. According to West Berlin newspapers, the winter timetable of the Berlin interurban railroad system shows that interurban railroad traffic was seriously curtailed.

8. Comment. In 1951, Russians checked on the measures taken by the German railroad authorities for the winter months.

9. Comment. The constantly increasing security measures taken by the East German railroad authorities were reported previously. 25X1

10. Comment. The 1952 construction program of East German railroad authorities was reported previously. 25X1